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INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

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SUBJECT Notes on Airfields

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NO. OF ENCLS. 1 (map)
(LISTED BELOW)

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THIS IS UNEVALUATED INFORMATION

1. The following airfields were observed during 1949:

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|-----|--------------------------|-----|-----------------------------|
| 1. | Brandenburg-Neuendorf | 18. | Altßennewitz-Falkenberg |
| 2. | " Briest | 19. | Leipzig-Mockau |
| 3. | Brandis, east of Leipzig | 20. | Perleberg |
| 4. | Cottbus | 21. | Parchim |
| 5. | Dammgarten bei Riebnitz | 22. | Rangsdorf b. Berlin |
| 6. | Elstal-Döberitz | 23. | Rechlin-Lärz |
| 7. | Dessau | 24. | Schönefeld b. Berlin |
| 8. | Finstcrwalde | 25. | Schönwalde b. Berlin |
| 9. | Finowfurt | 26. | Schwerin/Meckl. |
| 10. | Grosscshain/Sa. | 27. | Strausberg b. Berlin |
| 11. | Germendorf-Oranienburg | 28. | Stendal |
| 12. | Jüterbog-Altes Lager | 29. | Staaken b. Berlin |
| 13. | Jüterbog-Damm | 30. | Trollenhagen-Neubrandenburg |
| 14. | Kyritz | 31. | Werneuchen |
| 15. | Köthen | 32. | Wittstock |
| 16. | Kamenz/Sa. | 33. | Werde-Potsdam |
| 17. | Techentin-Ludwigslust | 34. | Zerbst |

(Note, on attached map, the way that Soviet air force is drawn around Berlin in a tight circle).

2. In spite of reports to the contrary, nearly all of the aforementioned airfields underwent repairs. The laying of new, or the extension of old, runways could be observed in many cases. In all probability this means the creation of emergency fields, particularly for planes with high takeoff and landing speeds (turbine or jet). There are no extensive airplane dispersal areas, thus the air vulnerability of all Soviet airfields in the East Zone is at present very great.
2. Fueling facilities: Fueling is in general carried out very primitively. Permanent fueling installations, of the former peacetime airfields have almost invariably been removed. Fuel is stored either in barrels or in tanks, buried three quarters into the ground. Only seldom are RR tank cars on sidings. The fueling is done partly with motor pumps, partly with hand pumps. Only one single reserve dump for air fuel was observed northwest of the Werneuchen airfield, at the town of Werftpfuhl.

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25X1

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- 2 -

3. Airfield traffic: The airfields are for the most part equipped with a dispatching office, a portable radio station, a fuel truck and a maintenance truck. Starters are seldom observed giving flag signals or laying out landing signals. At fields which had no solid runways, the take-off area was marked off by small pinetrees stuck into the ground. Rocket signals are the most usual form of communicating with airplanes. Commands are presumably given over the radio. As a rule take-offs are single. No more than three planes were ever observed taking off and landing together. The most frequently used plane formation is the flight wedge consisting of twelve planes formed into three small wedges of four planes each, (so-called escadrille). Thus a pursuit unit of 84 planes would require 38 minutes between the take-off of the first wedge (Rotte) until the final formation of the unit. The Russians seldom crash-land. During night flights revolving searchlights are used, which are located along the landing strips outside of the airfield area. These go on for a short while when a plane takes off. The take off area, the hangars and the searchlights are connected either by phone or by radio. When the plane is in the air, the searchlight begins to circle, the plane signals for a landing, the searchlight indicates the landing area and then goes out. Landing area lights are then turned on, and after the plane has landed and rolled in, these are turned off. This procedure has been observed from time to time at various airfields and can therefore be considered as a pattern for night-landings. An "artificial horizon" in the form of several lights often serves as a taking-off aid -- these lights are white, mounted on poles and run diagonally along the take-off strip. At night formation lights (on planes) are always used. In spite of the lack of facilities and the willingness to do without these, the Russians possess an unexpected capacity for improvisation in all technical and tactical matters.
4. Personnel of the air forces is especially well chosen. The officers are all young (majors, not more than 25 to 30, and lieutenants, average age 20, are often seen). The enlisted men, mostly sergeants and higher, appear intelligent, clean and well fed. Only ground personnel is replaced by recruit classes, as in the ground forces. Flying and technical personnel is made up of long-term (regular) soldiers. It is now noted that officers and soldiers with combat decorations are gradually being replaced.
5. Type of airplanes: The types of planes observed at nearly all airfields were those which were observed during the war. These consist of pursuit planes, "Yak 7 b", "Yak 9" and also a few "LA 5". Former German FW 190's were often seen. "PE 2" and "PE 3" bombers are also seen. Four motored bombers, which are supposed to be modeled after the American B-29, were not actually observed.

The Dakota serves as a transport and passenger plane. The PO-2 serves as the general plane of the Red Army and is seen at nearly all airfields. It serves as a training and liaison plane, although during the war it proved itself to be an ideal all-purpose plane serving from reconnaissance to night nuisance raids and even for transport of the wounded. This model corresponds to the technical and flying capabilities of the masses of people in the Soviet Union who have no special training. The reserves of this type of plane in the Red Army are apparently inexhaustible. [redacted] Russian High Command is presently using the same tactics in Germany as those used at the beginning of the war by Germany against Soviet Russia, i.e. placing old airplane models on front-line airfields. These serve as the first defense against expected engagements, thus permitting subsequent attacks to be made from prepared bases with new and modern models and the assumption of initiative. A further consideration in this connection is the concealment of modern types of planes, i.e. turbo fighters with anti-aircraft protection, were often seen for short periods of time in Zerst. These turbos served for test flights and for acclimatization purposes in Germany.

25X1

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ATTACHMENT ONE



△-Occupied airfield
 ○-Unoccupied airfield
 (△) but in operating condition